THE EGYPTIAN CONQUESTS.

An American Soldier's Explorations in Visit of the American Team to the Scenic the Service of the Khedive.

ETHNOLOGICAL CURIOSITIES FROM NIAM-NIAM

A Desperate Fight Near the Sources of the Nile.

[SPECIAL DESPATCH TO THE HEBALD BY CABLE.] Panis, July 5, 1875.

Colonel Shaille Long Bey, formerly of the United States Army, and now of the Egyptian service, has arrived in Paris from his second expedition to the Niam-Niam country, Africa, where he has been engaged in extending the suthority of the Khedivé of Egypt.

LIVING CURIOSITIES FROM AFRICA. The Colonel brought to Cairo five specimens of anthropophagi, including a female of the Akka, or Ticke Ticke dwarf race.

NEGRO SOLDIERS DECORATED BY THE KHEDIVE. The Khedivé decorated with the insignia of the Order of Medjidee two negro soldiers who aided Colonel Long in a desperate encounter which he had with the natives at Lake Mroole, which, he believes, is one of the many sources of the Nile.

TO VISIT AMERICA. Colonel Long will leave Paris shortly to visit the United States.

MACMAHON IN PARIS.

WHE MEMBERS OF THE RIGHT OPPOSED TO AN MARLY DISSOLUTION OF THE ASSEMBLY. [SPECIAL DESPATCH TO THE HERALD BY CABLE.]

Paris, July 5, 1875. President MacMahon returned to Paris this morning from his tour of inspection in the districts which have been desolated by

PARTIAMENTARY CAUCUS BY THE PARTY OF THE RIGHT.

The different parliamentary groups of the party of the Right met to-day. WNANIMOUS AGAINST AN EARLY DISSOLUTION.

All the members opposed the project of a dissolution of the Assembly in August.

THE AMERICAN COLONY IN PARIS. Among other recent arrivals in Paris are Judge Lindley, of St. Louis; General Buell, United States Army, and Colonel Wilson, of Sterling, Ill.

SPAIN.

GENERAL JOVELLAR DARING THE CARLISTS UNDER DORREGARAY. MADRID, July 5, 1875.

General Jovellar has thrown 400 shells into He is expecting reinforcements of heavy artil-

The Carlists are unwilling to risk a second engagement, and General Dorregaray, with their main body, has withdrawn in the direction of

CARLIST REPORT FROM THE SEAT OF WAR. LONDON, July 5-Evening.

The Carlist Committee have received the follow ing despatches, dated Tologa, July 3:-Our artillery has repulsed 8,000 Altonsists, between Lerin and Allo, in Navarre.

A column of the enemy, 14,000 strong, with sundefeated beyond La Puebla.

Don Carlos has taken chief command of the Northern army. A general advance has been decided upon.

Don Carlos has been proclaimed Lord of Biscay. The report of Dorregaray's defeat, sent out from Several Alfonsist officers have lately joined our

The important city and fortress of Molines de Rey, nine miles from Barcelona, has surrendered to the Carlists, with garrison, cannon and munitions of war. Seven superior officers were made prisoners by this capitulation.

THE FOURTH IN ENGLAND.

DEAN STANLEY ON THE DAY OF CONCILIATION IN THE ANGLO-SAXON PAMILY.

LONDON, July 5, 1875. Dean Stanley, in course of his sermon at Westminster Abbey yesterday, alluded to the American Declaration of Independence. He contrasted the animosity displayed in former days on the occasion of its anniversary with the spirit of concilia tion which at present prevailed. Now every American was proud of his English ancestry and every Englishman was proud of Washington.

A MAGNIFICENT PESTIVAL IN THE CRUSTAL PALACE-PATRIOTISM AND UNITY.

LONDON, July 5-Evening. The festival gven by the Americans at the Crystal Palace this evening to celebrate the ninetyninth anniversary of the Declaration of Indepen dence was one of great magnificence. The marble hall and banqueung room, beautifully decorated. crowded with a brilliant assemblage of English and American ladies and gentlemen, and thousands of people visited the palace during the day and evening. A concert was given in the a ternoon. The selections performed were appropriate to the day celebrated, and were received with much applause.

The dinner followed. When the cloth was removed Minister Scheuck (the chairman) proposed the healths of the President of the United States and the Queen of England, which were received Mr. Freeman H. Morse responded to the toast

"The Day We Celebrate." "Nome, Sweet Home" was then sung with ever

whelming effect. INTERNATIONAL UNION.

The toast "Great Britain and America-Mother and Daughter." was given.

Mr. McCullogh Torrens, member of Parliamen for finalury, spoke in response, declaring that the desire of all Englishmen now was to have firm triendship with america. CONCORD AND PEACE.

Mr. Lucius Faircuild replied to the toast "Concord at Home and Abroad," and Colonel Forney to The Success of the United States Centennial." The latter said the American citizen was the

outcome of the mill whereof many nations formed the grist; yet in spite of this various foreign ad mixture the American was almost wholly induenced by English pabits, laws and literature. With torsts, speeches and music the proceedings were protracted until the signal was given for the opening of the fireworks, when the com-

pany broke up and went out upon the terrace. The pyrotechnical display was fully equal to the reputation of the Crystal Palace and the large sot pieces representing the Centennial of America called forth shouts of admiration from the

THE RIFLEMEN IN IRELAND.

Beauties of the County Wicklew.

Open Air Festivities-Pledges of Friendship Renewed.

DUBLIN, July 5, 1875. The closing festivities here in honor of the geu-demen of the American team took place to-day. AN EXCURSION TO THE COUNTY WICKLOW. This morning the party made an excursion

They were accompanied by Alderman Manning, Major Leech, members of the Lord Mayor's family and other leading citizens of Dublin. AT THE DARGLE.

After viewing with delight the beautiful scenery on the road which led through the snest parts of Vicklow, and visiting the galleries of painting and sculpture at the residence of the Earl of Pow erscourt, the party made a halt at the Dargie, near the well known Powerscourt Waterfall.

A BANQUET IN THE PIELD. There a sumptuous banquet was given in large tent erected for the occasion.

Alderman Manning presided, and on proposing the toast to "Our American Visitors," said he was delighted to welcome them at this beautiful spot amid the lovely scenery of Wicklow. The falls, he continued, which we have to show our visitors are not on the scale of Niagara, but the warmth of our greeting we hope will make amends for

In offering the toast he coupled with it the name of General Dakin, whose record was so honorably connected with the success of the American team.

The toast was drunk with cheers, and the band played the "Star-Spangled Banner." GENERAL DAKIN'S BEPLY.

General Dakin, in response, said he appreciated the kindly spirit which prompted the association of his name with the toast. But to Colonel Gil-dersleeve he must look to do the principal answering for the American team. In voting for a captain of the team he felt he was voting for the right man in Colonel Gildersleeve, and events proved it before they came to Ireland. Referring to their reception here General Dakin said he once thought he knew the meaning of the word welcome," but he had found out its true meaning only on visiting the Green Isle. He had to thank the Irish people for the warmth of the welcome they had everywhere extended to his companions

He concluded by wishing the Irish team victory everywhere, except over Americans.

COLONEL GILDERSLEEVE'S SPEECH AND PRESENTS. Colonel Gildersleeve, being loudly called for, said the American team would ever remember their visit to Ireland with pride and delight. "For the happiness afforded us," he added, "we have been mainly indebted to Alderman Manning. It is my pleasure now to present to that gentleman, in the name of the American team, a flask made of the same silver as the American cup."

This called forth great cheering, the Alderman and almost every one present being taken by surand a tiger were given by all the Americans. TESTIMONIAL TO MAJOR LEECH.

A similar flask was presented to Major Leech, and there was another scene of enthusiastic good Both gentlemen returned the warmest thanks.

and declared the only drawback to the occasion was sadness at the prospect of the departure of their American friends. AT DALERY.

When the dinner was ended the whole party were driven to Dalkey, where they spent the remainder of the evening at the residence of Alder man Manning. A CIVIC BANQUET.

A civic banquet was given at the Gresham Hotel to-night to the visiting Lord Mayors. None of the American visitors were present, but among the toasts was one, "The City of New York," to which Alderman Coll responded. ARRANGEMENTS FOR THE RECEPTION IN BEGFAST-

GALA DAY IN THE NORTH OF IRRLAND. Colonel Gildersleeve to-day received an official letter from Belfast informing him that the Mayor and prominent citizens would meet the American visitors at the Ulster Railway terminus to-morrow evening and conduct them in carriages to the Imperial Hoter; that arrangements had been made for a promenade concert and fireworks at the piles, advancing to the relief of Vittoria, has been | Botanic Gardens the same evening in honor of the arican team, and for the next morning a trip down Belfast Lough is promised.

> On Wednesday afternoon the American team will compete at Claudeborke in a match with short rifles, each man fring fifteen shots at a range of 1,000 yards. The prize is a silver cup, presented by the Mayor and citizens of Belfast,

A BANQUET. The day will conclude with a banquet in the Town Hall, at which Major Leech and the Irish team will be present.
AN EXCURSION.

An excursion will be made to the Grant's Causeway on Thursday, and the party will return in time for a special performance in the evening at the Royal Theatre.

FOR GLASGOW. On Priday the Americans will be taken to places of interest in and around the city, and on the evening of that day will take their departure for

FRENCH JOURNALISTS DUELLING.

PARIS, July 5, 1875. A duel was fought to-day in Belgium between two Parisian journalists, M. Rosati, of Le Presse, and M. Parivier, of Le Ptagro.

The latter was slightly wounded in the chest and arm. ANOTHER COMBAT IN PROSPECT.

Le Pays publishes a letter from M. Granier de Cassagnac holding M. Gambetta responsible for insulting language in La Republique Française and demanding satisfaction.

THE MOODY-SANKEY MISSION.

THE AMERICAN REVIVALISTS ABOUT TO VISIT PARIS. LONDON, July 5, f875.

Messrs. Moody and Sankey announce that the present week will be their last in London. They go to Paris, where they will probably undertake to hold revival meetings.

THE HOLY SEE.

NEW BISHOPS APPOINTED BY THE POPE-A CUBAN CLEEGYMAN PROMOTED.

ROME. July 5, 1875. The Pope has appointed several bishops, among them, Rev. Dr. Herrera, or Santiago de Cuoa.

RUMORED CABINET CHANGES.

WASHINGTON, July 5, 1875. Secretary Delano left here on Saturday night for Mount Vernon, Ohio, and will probably not return to resume the duties of Secretary of the Interior. It is believed that Assistant Secretary Cowen will be appointed to the position if the effort to heal the differences between him and the present Secretary shall be successful.

THE WEATHER YESTERDAY.

The following record will show the changes in the temperature for the past twenty-four hours, the temperature for the past twenty-loar acous, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy, Herald Building:

1874, 1875,

3 A. M. 70 72 3:50 P. M. 74 90
6 A. M. 69 72 6 P. M. 72 82
9 A. M. 72 73 9 P. M. 68 79
12 M. 74 84 12 P. M. 68 71
12 M. 74 84 12 P. M. 69 77

Terrible Disaster on the Southern Railroad of Long Island.

Two Passenger Trains Telescoped and Wrecked.

ELEVEN PERSONS KILLED.

Six Fatally and Twenty-two Seriously Wounded.

Culpable Negligence Charged Against the Employes.

STATEMENTS OF EYE WITNESSES.

Disposition of the Officials to Conceal the Facts.

The celebration of the national anniversary on Long Island was marked by a terrible accident on the Rockaway branch of the Southern Railroad about equal in disastrous effects to that which happened on the same road, near Bushwich, three years ago, some eleven or more people being killed and a large number more or less wounded

and bruised. which left South Eighth street at half-past twelve o'clock P. M., comprised six car loads of passengers for Rockaway. This train it is understood, on arriving at Valley Stream, was consider ably behind time. A separate train for Rockaway is made up at the Valley Stream. This one, when completed, also comprised six passenger cars. beside the tender and locomotive, and was in charge of Conductor Hibbard, an old employé of the company. The train was so crowded that a number of the passengers, it appears, proposed to stand upon the platforms. Upon reaching a point about baif way between Lawrence station and Rocksway. where there is a considerable down grade quite a sharp curve and only a single track, the engineer discovered a train approaching from the opposite direction, and whistled down brakes immediately, but too late to avoid a collision.

This trate, it appears, was an extra one, and on its way to Valley Stream for the accommodation of the extra Rockaway travel, under charge of Conductor Augustus Holdridge, who has only recently come into the employment of the Southern Railroad Company. Boldridge's train consisted of only three cars, nearly empty, besides the locomotive and tender.

THE TWO TRAINS.

notwithstanding the utmost efforts of the en gineers and brakemen, who appear to have done their utmost in the extremity, came tegether with great violence and with terribly latal resuits, a number of persons being killed, including Conductor Hibbard, of the regular train; a fireman named Finn, of South Oyster Bay, who was on the extra train; the fireman on the eastern bound train, whose name is not yet ascertained. and a brakeman on the same train.

CONDUCTOR HOLDRIDGE.

who comes from Dover Plains, N. Y., and who has for a number of years been an employé of the Hariem Railroad, was on the platform of the smoking car at the time of the collision, where he bad gone when the alarm was sounded to man the brakes. He was caught between the car and the tender, badly bruised, and at last found himself on the ground under the train, no doubt lose four of his fingers. The two locomotives were almost entirely demolished by the shock, and the forward cars of each train were badly wrecked. Most of the passengers who were killed and wounded were in the train bound to Rockaway. Conducter Holdridge, of the extra train, came to Jamaica, where his injuries were attended to by Dr. Hendrickson. It is possible that his hand may have to be amoutated. It is said that all those who were killed were on the platform at the time, contrary to the rules of the

company. The following is a full list of the persons who were killed and wonneed by the collision :-

Bruno Thurmer, watchmaker, of No. 102 Broadway, Williamsburg. John Pfeifer, varnisher, of No. 231 North Seventh

street, Williamsburg. Jesse Hibbard, of Finshing, conductor of the train going to Rockaway. William H. Gold, of Rockaway.

William Brady, of No. 93 Madison street, New York. John Ellers, real estate agent, Brooklyn.

Mr. Hartman, cigar dealer, No. 44% Broadway, Williamsburg.

william Flynn, brakeman, of Oyster Bay, L. I. - Kehoe, No. 71 Chambers street, New York. Two men, at present unknown. WOUNDED.

Thomas Lewis, of No. 50 Henry street, New York, wounded in the side. John Slater, of No. 565 Union street, Brooklyn;

badly hurt. F. Walsh, of No. 9 Pearl street, New York,

Thomas Robinson, of Greenpoint, Jacob New, of Greenpoint. Mrs. Pringle, of No. 784 Greenwich street, New

Besides these there are twenty-two persons slightly wounded, whose names could not be ascertained, as they left the scene as soon as pos-

Nearly all of those named above are believed to be fatally injured, as they were terribly crushed, The wounded remained over night at the various hotels in Jamaica. The train from New York, which was inden with passengers, is underthe firemen saved their lives by boldly leaping from the locomotive while at full speed. Two of the men who were killed met their deaths as they sat by the side of their wives and children, the

latter escaping without a scratch. It is understood also that a new time table for the road went into operation yesterday, which fact may account for the starting of the up train. When the collision occurred the trains were approaching each other at the rate of ten miles an hour, and the two locomotives, the Montauk and

the smokestacks being telescoped by the force &

and an intense feeling of indignation were manifested by the people at the scene of the disaster and at Jamaica, some saying that the fault lay with the telegraph operators. It was asserted that the message from woodsburg said-"Come on: train here on switch:" but the statement is not generally believed or credited, as the train to Rockaway had the right of way.

The finding of a Coroner's jury will probably determine where the blame for the accident lies. Meantime it may not be out of place to give further currency to an apparently well founded report that one of the conductors was intoxicated. WITHE A BAGGAGE WASTER GAVE

"I don't care to give myself away, nor do I care to state either my name or the train upon which I run. But this I will say, that from information communicated to me by persons in whom I have the utmost confidence I am led to believe that there were eleven people killed outright and exactly twenty-sight wounded. Some of those who were, wounded were frightfully mangled-arms were shattered, limbs severed from their bodies, and, in a word, the scene of the disaster was one torrible to look

THE UNCLE'S STORY.

"I am a relative of this young man," said an elderly gentleman, approaching the HERALD reporter, "and I can fully youch for all he says. I believe this accident resulted from carelessness upon the part of the managers of the road-carelessness which, though never before culminating in such a serious disaster, has, nevertheless, seriously interfered with the safety of the travelling public during the those of my nephew exactly what he states, viz., that eleven were killed and that twenty-eight were seriously wounded. The officers of the road appear to be doing all in their power to keep the actual facts from the public - a foolish action upon their part, for the people, I believe, will not rest satisfied until every detail known. I don't want to censure any one uninative but I cannot halp feeling convinced that all this loss of human life is owing to the fact that the managers of the road have under their employ men who are either too ignorant or else too indifferent to accurately appreciate their responsibility. At all events the reticence of the officials of the road is certainly

STATEMENT OF MAX BRILL.

Mr. Max Brill, a young lawyer of Williamsburg. who was in the station at Far Rockaway at the time the accident occurred, gave the following account of the occurrence, at his residence, in Ainslie street, last night:-

I was sitting in the station, waiting for the 12:30 up train from South Eighth street, expecting that a friend would be among the passengers. The train was behind time. It should have reached the station at 1:40 P. M. The down train from the Neptune House to Williamsburg was on time and left as usual, but had scarcely left the depot when there seemed to be a great confusion, and on looking out of the window I saw the conductor. who had just left, running back with three fingers cut off from his hand and his head laid open to the skull. Asking him what was the matter, be replied, "A smash-up, and several are killed; go up and help them." The scene of the accident is but three minutes' walk from Far Rockaway station, toward Lawrence. On reaching the ground I gave what assistance I could in getting at those who could be easily removed from the débris. The killed and those most seriously injured were all standing on the platforms, those riding inside the cars escaping almost miraculously.

A TERRIBLE SCENE. One man, whose namell did not ascertain, was crushed between the two platforms. He begged farmers commenced to cut him out; but as the iar of the blows seemed to hurt him he begged them to desist and asked for water. Water I furnished him, and while the dipper was at his lips his head fell back. He was dead. After all those who could be removed were taken out of the ruins I had a little time to look around and inquire as to the accident, its cause and who were among the injured. Seven dead bodies I saw laid peside the track, and they, being caught between the platforms, were terribly mangled. Among the bodies were those of the conductor of the up train, J. Hibbard; William Finn, the fireman; Mr. N. Hartman, cigar dealer. No. 44% Broadway, Williamsburg, and Mr. Bruno Thurmer, watchmaker, of No. 102 Broadway, 1 did not recognize any others among the saved, and did not have the nerve to go and see two or three others I was informed were dead. I then ascertained from passengers on the train and from men connected with the railroad, that the train from Williamsburg was behind time, but the conductor, Hibbard, thought be could reach the turnout where the accident occurred before the other train, and was, therefore, running at terrific speed when the collision occurred.

THE TWO LOCOMOTIVES MET.

rose and toppled over; the tender of the up train composed of four cars, was lifted up and deposited on the top of the smoking car, partly crushing it in. The smoking car also rose; and, as the tender came down on it, it spread out at the bottom. letting the floor fall through to the track, with ave young men the only occupants of the car. who all escaped uninjured beyond a bruise or two and the snaking. The next two cars were smashed into kindling wood. The last car was not so much proken; and it is a wonder that more were not killed, even of the small number of passengers who were on the train. The down train consisted of three cars, two of which were thoroughly telescoped, the very few passengers in them being all more or less injured. The third car held its place on the track. The help from the village seemed tardy, and the railroad men were very much behindhand, so much so as to excite comment, as for an hour the only assistance rendered was by strangers or people like myself who were transtood to have been on time. One engineer and signt visitors. When medical assistance came the engineer of the inward bound train they were mostly young men, but there was one elderly man among them, and they at first merely reach the switch, a distance of about looked around and said they couldn't do anything. three miles before he would meet the New York Dr. Rebmann, of Williamsburg, was the first to take hold, and then the others fell in and dressed and sewed up such of the wounds as required immediate treatment. On the whole the general help furnished the sufferers was shabby and that around where the collision took place. by the company worse.

ACRON OF THE CORONER.

"turmer the remains were turned over to the news, made and heart-broken widows. Before the inque st was concluded, however, I had an opportunity to come home and did so, taking the Long Island Rala '020 to the junction and thence by Babyion train on Southern Railroad home. I can only add that thought there were several indies on the train but one was injured, and she but slightly.

INTERVIEW WITH THE PATHER OF JESSE HIBBARD. A middle-aged man approached the HERALD reporter at midnight and to him told the following sad and pitt/ul story :--

"I am the father of Jesse Hibbard, who was to day killed in the collision of the two trains. You can well appreciate my grief and the terrible condition under which I speak. My son for a long time was a conductor upon the Hudson River Railroad. He was my pride, for he was a good son in every sense of the word, and it was only after being constantly importuned that he left the Hudson River road to accept a position tendered to him by the road upon which he was to-day killed. No one of those who formerly employed him ever raused complaint against him, nor can those in whose service he gave up his life say aught against his personal habits. por anything detrimental to his ability as a

"The accident was through no carelessness of his. You know that in railroad accidents the engineer, firemen and conductor generally escape, In this instance such was not the case. I have it from reliable parties that before the accident occurred my son received a telegram that the train he was to pass was behindhand and that he should come on. Me gid so, and a terrible accident ensued. I do not want to blame any one for laying before my eyes the dead and mangled body of my son : but as a father, bereft of all he holds dear, and knowing my son's kind and generous nature, his sterling character, and the extent to which he appreciated the responsibilities of his situation. I cannot imagine for a moment that he could disregard those responsibilities and run his train forward upon the road unless he had been positively ordered to do so. All whom I have seen tell me that Jesse was ordered to proceed. and that because he obeyed these orders he was killed. Jesse leaves behind him a young wife and two children !!

STATEMENT OF BANDY KENNEDY. The excitement in the Fourth ward in this city

last night among the friends and relatives of the unfortunate excursionists, as additional particulars of the terrible accident were brought to their ears, was intense. Mothers, wives and daughters ran wildly about from house to house in quest of information. No other subject was talked about. When a witness of the shocking catastrephe was found he was eagerly besteged by crowds eager for news.

Among those who were eye witnesses of the disaster was Randy Kennedy, of No. 33 Madison street, who gave to a HERALD reporter a saddening description of the scenes among the dead and

dving. Mr. Kennedy's statement is as follows:-At half-past two o'clock P. M. I took the excursion train, in company with a number of friends, at the foot of South Eighth street, Williamsburg, for Far Rockaway. The trip was made in the usual time, and none of the passengers, so far as I knew, had any knowledge that an accident had occurred. The train was tolerably well filled with excursionists. a majority of whom, I should think, were from the rived within about a mile and a baif of our destination the train anddenly slackened areed and soon afterward came to a standstill. I put my head out of the window to ascertain the cause of the stoppage and about 100 yards ahead I saw that an accident of some kind had happened, and we all alighted and went to the place.

A most harrowing sight was here presented. The mutilated bodies of the dead and dying lay scattered around the track on both sides. Groans and cries for help were heard on every hand from the wounded, many of whom were still in the field, although a considerable number had been removed to cottages. We all set to work as ranidly as possible relieving the wants of the suffering and extricating from the debris the bodies of the dead. I saw several men cutting away at the debris in a strengous effort to extricate the engineer, who was closely wedged between the locomotives. I believe he was dead when they succeeded in getting him out. The coal tender, whom I recognized was badly lacerated about the arms and face. He was removed, still breathing, to a cottage a good distance from the track, but he died very shortly after his arrival there. In all I counted ten bodies strewn around the track or embedded in the ruins. The position of the train was suggestive of frightful loss of life. The two locomotives were all mashed up, and the baggage car and coal tender of one train had telescoped into the forward cars of the other. I did not personally know any of the killed, and was only acquainted with two of the injured-Mr. Thomas Lewis, who lives at No. 50 Henry street, and Mr. Brady, of No. 91 Madison street. The former was badly injured in the side, and the latter had his leg seriously burt. They were both lying in the field. I went to their assistance, but experienced much dimculty in having them removed, as I could not get any of the countrymen who were present to lend me their teams. I finally succeeded in getting one and taking them to a house a little dis-

tance from the place of the accident. The only physician I saw present was Dr. O'Brien, of Bellevue Hospital, but I suppose others were there. I saw Dr. O'Brien amputate a man's leg and perform other surgical operations, working with all his might. There was no getting at the number of wounded, as everything was excitement and confusion, and I would not, consequently, like to say how many were injured. The manner in which the accident occurred, from all I can learn, was that the 12:30 P. M. train from New York was behind time about fifteen minutes, and from Far Rockaway thought he could train. The collision took pince, I should judge, about a mile and a half from the beach, or half way between the switch end and Far Rockaway depok The track was torn up for several feet

MRS. HARTMAN'S STATEMENT. Mrs. Bartman, the widow of Mr. Hartman,

Coroner Bicks empanelled a jury and com- who was instantly killed by the contision, was

and viewed the bodies of Mesers, Hartman and | residence, corner of Second street and Broadway, Williamsburg, Mrs. Hartman peared to be thoroughly unnerved the fearful ordeal through which she had passed, and a young child played on her knee innocently, not knowing that it had lost its father forever. A number of sympathizing friends wars in the room, and Mrs. Hartman, in a tearint and trembling voice, told her story, which is as fol-

My husband and myself started for Rockaway

on the half-past twelve o'clock train from Williamsburg. I did not take my children with me, thinking they would enjoy themselves better at home. When we were near Par Rockaway my husband thought he would go outside between the cars and take a smoke. I was in the fourth carand, just previous to the accident, went out and called him in. He said he would finish his cigar first and then come, so I returned to my seat. Shortly afterward the a mident occurred, and my shusband, being between the two cars, was killed When the two trains met and the concussion was felt there was great excitement in the car. I can never forget the scene. Women and children were huddled up together, and one by one we got out of the windows. The telegraph poles and wires were broken, and we were altogether in one distracted mass. As soon w possible I got away and there saw the dead lying between the cars. When I could not see my ausband I knew ne was killed and I did not know what to do. However, I was taken by a friend to a hotel, and reacned home at nine o'clock by the railroad to Hunter's Point. I de not know how the accident occurred, but I do know that we were twenty minutes behind time. I shall never forget the scene. Men and women in the cars seemed to become almost crazy at once, and small children were almost thrown or pitched out of the windows. Indeed, it was a terrible sight, and I cannot describe it at all. The ratiroad people were not very attentive to the rescued people, and, indeed, we could not expent much, as there were so many injured and dead amongst us; my husband was jammed between the two cars, and I did not see him. I do not know what to think of it at all but there must have been some careless ness or we could not have been so much behind time. The accident happened just as we were beginning to get ready to leave the cars and spend a pleasant day at the seaside.

Here the poor widow entirely broke down and could say no more, while the little infant looked up in the reporter's face and began to play with his hat, which lay on his knees. The home bright in the morning was dark at night and the mainstay was lost, and again one of the popular cigar dealers of second way will be seen no more.

INTERVIEW WITH AN EMPLOYE OF THE ROAD. An employe of the Southern Railroad, who re fused to give the HERALD reporter his name or position on the road, stated that he went out on the wrecking train, and on arriving at the scene found the engine attached to the eastward-bound train badly smashed. The tender was also broken to pieces, and the smoking car was thrown partially on top of the tender. Two other cars were also broken up almost beyond repair. The conductor of the eastward train was killed instantly. His name was Jesse Hibbard, and he leaves a wife and two children. The fireman of the same train, named Sawyer, was crushed beneath the smoking car, and a brakeman, name supposed to be Flynn, was also crushed to death between the tender and the smoking car.

Of the passengers killed were Mr. Thurmer, a jeweller on Broadway, Williamsburg, who, with his wife, was on the train, he being in the smoking car and Mrs. Thurmer in the third passenger car. He had only peen married six weeks. Both his few minutes after he was extricated from the

Another passenger killed was Mr. Hartman, a elear manufacturer, of 44% Broadway, Williamsburg, who was crushed to death on the smoking car. His wife was with him going to Rockaway. She escaped unnurt and was brought back on the re-

INTERVIEW WITH AN EXH WITNESS. gentleman who had gone with Mr. and Mfg. Hartman stated that he and Mrs. Hartman were seated in the fourth car from the engine, when they experienced a violent shock that threw every

one from their seats. Immediately the car re-

bounded and a general rush was made for the

door, He knew that Mr. Hartman was with come friends in the smoking car, and he immedi-CONTINUED ON EIGHTH PAGE 1

DIED. PURDY.—July 5, suddenly, at the residence of ner son, Wim. W. Purdy, 923 Lafayette avenue, Brooklyn, ELIZARETH NICHOLS PURDY, aged 74 years.

The friends of the family are invited to attend the funeral services at Tarrytown, July 7, on acrival of 10:30 A. M. train from Thirtleta street. [For Other Deaths See Seventh Page.]

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